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Sketch of Brief Island Trip.

Writer Who Was in Hilo in 1849 Tells of the Points of Interest.

ulu harbor in June to make the circuit of ibreast the west end of Molokai, where the evergreen groves of Klawe or Algaof succulent pods that serve as rich food 'mown elsewhere as the Careb or St.

John's trees, and the fruit or pods are what the apostle is supposed to have livd on while in the desert of Arabia, of which it is a native plant. The seeds erative system of cane planting, which is were brought to these islands from Val- worth mentioning here. About one-third paraiso some sixty years ago by the late of the area of cane now growing on the Bishop Maigret, and from them was rais- estate is cultivated by Chinese and Japd the first tree grown here, still stand- anese, under contracts which allow them ng in the north corner of the Catholic one-third of the sugar obtained from their hurch yard in ais city-a living monu- cane. Most of this is on the high mounment sacred to his memory. Algaroba tain land, some of it 2,800 feet above the rroyes are now found growing on each of sea, and the greater part of the cane he islands of this group, mostly on the grown on these high ands is the Whitney ee or sheltered sides, as the salt spray variety, which is well adapted to that and air blown by the strong trades pre- elevation where the Lahaina and other ent their growth on the windward canes will not grow so well. Some may shores.

SHORES OF MOLOKAL

As our steamer glides rapidly along, here may bee seen on the plateau above the village of Kaunakakai, a field of sugar ane, some 600 acres in extent, apparently is green and thrifty as any cane growng in other localities. It is some six or even months old, and as viewed from the leck of the steamer appears in good conlition, kept so apparently by the light un showers that daily give it a few prinklings, and by the deep rich soil on three years' labor, while the two-thirds' which it is planted. Yet the absence of reliable rains and mountain springs and to the shareholders the largest dividends treams, so far as is known at present, obtained by any company in Hawaii, with reates conditions of risk from which imid capital shrinks. Still, as it rains requently on the eastern half of this islind, the time may come when this abundint rainfall may be captured and coneyed forty or fifty miles with profit to ts western han for agricultural purposes, nstead of emptying into the sea, as at present. Stranger things have happened n other countries, and it may yet be ound a matter only of dollars and cents. backed by Yankee pluck, to secure this vasting flood, and turning what is now a otal loss into a permanent and abundant supply for irrigation on this desert tract. Reaching Lahalna after a short stop of thirty minutes, nothing worth noting is een in this ancient and now dilapidated apital of the group, except that it has ecome an extensive sugar plantation, with cane fields stretching for miles along the shore from Kaanapall to Olowalu. The steamers that pass Lahaina stop only to leave or take off the few passengers and freight awaiting transportation. The this has been the leading cane on Pahala same may be said of the landings of Maalaea, Kihel and Makena, between East and West Mau!. Our steam packet then glides on swiftly and in smooth water to Pahala standing at the head of the around the lofty mountain of Haleakala, list of our successful sugar estates. And the ancient "House of the Sun," running closely along the coal-black lava shores, by the present manager will unquestionthe sea abreast of which is almost un- ably insure to it for many years a place fathomable, except with a deep sea line.

At daybreak the good steamer is close under the shadow of the extinct crater of Hawaii, and though sporad'c attempts Mount Haleakala, and a little later drops are made to improve sections of it, every her anchor in the placid bay of Kailua, where she remains several hours discharging or taking on freight. This place, as A good road between Pahala and the well as the entire district as far as the volcano would secure much more travel south point of Hawaii, has at present through Kau than it has at present. very few attractions for tourists. On the mountain slopes, back of Kailua may be seen the ever green cane fields of the Kona Sugar Company, which is this sea- said. It lies in a dormant state, with son harvesting its first crop, about 500 abundance of smoke and steam, but no tons of sugar, to be increased during the fire, unless it be a faint glimmer now and next two years to four and five thousand then. The fact that the present level of tons annually. A few fields of coffee may the lava floor in the crater around Halebe seen scattered among the green foliage maumau is fully 300 feet-perhaps 500on the mountain slope, but from all ac- higher than it was in the early part of counts this industry does not prosper as the last century, is proof that the crater it might, were the price of coffee more of Kilauea has been raised, at least on remunerative than it is at present. So the western half of it. The high westlong as Brazil can raise this staple prod- ern wall was reported by visitors in the uct and dispose of it in the leading mar- early part of the century at 1,200 feet kets of Europe and America at seven and above the lava floor. It cannot be more e'ght cents a pound, there is little or no than half that height now. The crater inducement to engage in its cultivation around Halemaumau has unquestionably as a profitable industry in any other coun- been raised during the past fifty years,

the steamer rounds Kalae Point, the ex- they would throw some light on this treme southern cape of Hawaii-a locality point. These volumes were claimed by noted for the wreckage and drift logs oc- Mr. Benj. Pitman, and are supposed to casionally thrown ashore, and which often have been taken to Boston by him, when line the beach for miles, consisting mostly he left Hilo about 1865. of timber and trunks of trees and occasionally wreckage of vessels. It was here that the writer visited the spot and sketched one of the masts of the United every two days, and, the road being States sloop-of-war Levant, which was good, there is considerable travel over it. lost in the winter of 1860, while on the The fare to or from the Volcano House passage from Hilo to the Mainland. After and Hilo is seven dollars, Many changes leaving Hilo the ship was never heard have taken place among the residents of from. The spar that drifted ashore was the coffee district, some having sold out the fore or main mast, and had a rack to the sugar company. Small cane for guns still remaining on it. The di- patches may be seen on every side, plantmensions of the spar were carefully meas- ed chiefly for seed, which is in demand in pred-length, girth and a piece cut out the district. The improvements of the from it for identification. This piece Olaa Sugar Company are evident, and proved the spar to have been made of work in every direction seems to be push-Kauri-gum timber, and as the ship was ed. This, of course, is all pioneer work. built in the United States, it was thought and intended only to start operations in that it could not be the Levant's. How- this new and untried district. ROAD TO VOLCANO.

Passengers from the Kau steamers land at Honoapu and Punaluu in the early morning hours, when the sea is generally smooth. It is a primitive mode of landing, not large enough to accommodate the inbut when once ashore, or safely on board, creasing travel of the port. Tourists can The DAILY ADVERTISER is delivered part of the city for 75 cents per month elty of rocky cliffs and green mountain notice is given to secure rooms. It stands month.

scenery that greet the eye in every direc- on the site of the old hotel, which was tion. The Government road leads from the same as was occupied as a dwelling Naslehu via Hilo to Pahala. At best all by Captain Spencer, and before him by he roads in Kau are rough until the Benj. Pitman. It is central and the best Volcano House s reached. Those who are location for a hotel that Hilo affords. in search of voicanic scenery will find it

is covered by stages, which run weekly der one roof. or oftener if desired.

of our arrival. A workman was engaged its green cane fields stretching from "the in mending the flume, which was carry- woods" on the south to distant Kohala ing cane to the mill, four miles distant, on the north, and from the ocean to the His hammer, by some accident, was forest belt-a most charming picture, that caught in the cane and carried along with cannot fade from memory for many years t in the flume, but was not missed at after the visitor has left its Elysian bowthe time. As the cane shoots down with ers. great rap'dity, ...e tool was not long in reaching the mill, where it went with the cane to the pongerous shredder, which slices the cane into thin pieces, but is not warranted to do the same with cast steel Half the pleasure of an inter-island va- hammers. On the other hand, the miseation trip consists in having good weath- chievous tool fore and crushed the feeth r and a smooth sea, with just breeze of the shredding machine as though they enough to keep passengers in cheerful were chips of wood. Of course the mill was stopped, and its ponderous cylinder, humor from start to finish, says H. M. which weighs many tons, had to be taken Whitney in the Planters' Monthly, Such out and the broken teeth removed-a was our good fortune as we left Hono- heavy task, which only skilled workmen ould promptly handle. Fortunately duplicate sets of the -roken parts were on 'awail by sea and land. A swift four hand, and the men ready for the job. hours' run brought the Kau packet Within forty-eight hours this serious break was repaired and the mill started up, as well fitted as it was before the accident. Mention is made of this to emroba trees line the shores for miles in phasize the importance of having on hand extent, dropping daily abundant supplies duplicate pieces of such parts of the machinery as are liable to breakage. We have never heard of a similar accident for domestic animals which are attracted here, nor any so heavy break-down mendto them from the highlands. These are ed so quickly. In a large factory of any kind "time is money," and it is well to be provided for any such emergency.

PAHALA PLANTATION.

Pahala plantation has adopted a co-opthink that one-third of the crop is a large proportion to allow the growers, but it must be borne in mind that the first crop requires about three years to mature at that elevation. Clearing off the forest, plowing and cultivating there are more laborious than on the mellow lands lower down. Still the cane of the contract men turns out four, five and six tons of sugar to the acre, one-third of which goes to them. This system is becoming very popular, and thoughr share may be large, they certainly earn it for their share received by the plantation secures very little outlay. All estates may not be so situated as to adopt such a profitsharing system, yet some can do so, and it is probable that this system will be adopted by others.

It may be remembered by some old residents that Pahala was commenced in 1877 under very unfavorable circumstanceswhich does so well on lower fields, disappointed the pioneers. The scarcity of time one of the principal owners thought of abandoning the field as a sugar venture. But the tide turned, and year after year gave improved results. The introduction of a new variety-the Whitney cane-originating on Pahala, which would thrive on the high lands as well as the Lahaina does on the lowlands, has had much to do with the subsequent development of the estate. For ten years past estate, and it is still growing in favor each year. So long as it secures returns as at present there can be no question as the co-operative plan now being adopted among the safest investments on Hawaii. The public road from Pahala to the volcano still remains one of the worst on downpour of rain leaves it as it was before, almost impassable in some places.

CRATER OF KILAUEA.

and if the three volumes of the early rec-In the early dawn of the second day out ords of the Volcano House could be found

The Volcano Hotel is under the charge

ever, the piece taken from the mast was | The first section of the railroad connectsent to Washington by the American Min-ister, and on referring to the record of completed, and we were favored by the the Levant, it was found that she had superintendent, Mr. Kluegel, with a rise once been to Auckland, New Zealand, and over it. The depot is located near the while there had a new mast put in, which steamer wharf at Waiakea. The road is was made from a Kauri-gum tree. This ten miles long and runs in an almost gave a perfect identification, and it was straight course through the Hilo forest decided in Washington that the spar re- belt to a temporary station, some two or ferred to as having drifted ashore at Alu- three miles from the site of the sugar alu, belonged to the Levant-the only relic mill, yet to be erected. It carries all the ever recorded from her. The full details freight for the plantation and will be fit-of this incident were published at the time ted to take passengers also. There is desin the Advertiser of 1861, and again re- tined to be considerable travel over it, ferred to in the same paper March, 1898. when extended, as it may be, to perhaps the volcano, whenever trade and travel call for extension.

HILO HOTEL SMALL.

Hilo has a good hotel, well kept, but No. 8 Model Block. Office Hours 10 to 12.

The writer landed in Hilo in the fall of n Kau in every form and more than 1849, when Mr. Pitman was "lord of the manor," when most of the dwellings in A ride over the roulty lava roads of Kau the place were grass houses, and the pops not a novelty to any one who has lived ulation consisted almost wholly of native ir traveled in the district, but a side be- Hawaiians. Now very few of the latter find the dummy engine over the newly are seen there-Chinese and Japanese baye-constructed railway from Punalum to ing taken their places. All will be glad Tahula was such. The track has been to learn that Hilo is soon to have a much very much straightened and improved as needed postoffice, to be erected probably compared with what it was formerly. The by the United States Government. The time may come when the steam car may building should be large enough to actraverse the entire distance from Hilo to commodate the postal, customs and other Kau via the crater. At present the route branches of the Federal service-ail un-

Hilo is a very picturesque place, with An accident of a somewhat rare nature its spacious bay in the fore, its two lofty occurred at the Pahala mill the morning mountains in the background, and with



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